

TRIPURA GAZETTE

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PART--I-- Orders and Notifications by the Government of Tripura,
The High Court, Government Treasury etc.

GOVERNMENT OF TRIPURA URBAN DEVELOPMENT DEPARTMENT

F.5(22)-TUDA/Estt/2025/1095

Dated, 19th May, 2025.

Tripura Transit Oriented Development (TOD) Policy, 2025

Transit-Oriented Development (TOD) has emerged as a strategic approach in various urban centers to address the issues arising out of unguided rapid urbanization, resulting in increased pressure on land, infrastructure, and urban transit. The Tripura Urban Planning and Development Authority was established under the provisions of the Tripura Urban Planning and Development Act, 2018 to oversee and implement the formulation of Master Plans of all the 20 urban centres including their respective notified Planning Areas along with the municipal areas of each of these urban centres.

The TOD Policy, 2025 serves as a key instrument for unlocking the latent economic potential and land value within urban centres by focusing on the creation of high-density, mixed land use development Nodes in the Influence Zone of identified & notified mass-used-transit corridors or routes (the notified TOD corridors). These nodes will ensure that essential amenities such as shopping, entertainment, and workplaces are located within a walkable distance of approximately 250 to 500 meters from transit stations. By prioritizing pedestrian trips for daily activities and reducing the dependency on vehicle-based travel, TOD policy, 2025 intends to significantly enhance walkability and accessibility, while minimizing traffic congestion and promoting a cleaner urban environment.

TOD promotes a compact, mixed-use development pattern already emerging across urban centres by enhancing connectivity around transit nodes along mass transit corridors, driving a critical shift towards increased non-polluting public and para-transit ridership, lowering greenhouse gas emissions, and contributing to overall urban sustainability.

With these objectives, the Government of Tripura hereby introduces the Transit Oriented Development (TOD) Policy, 2025.

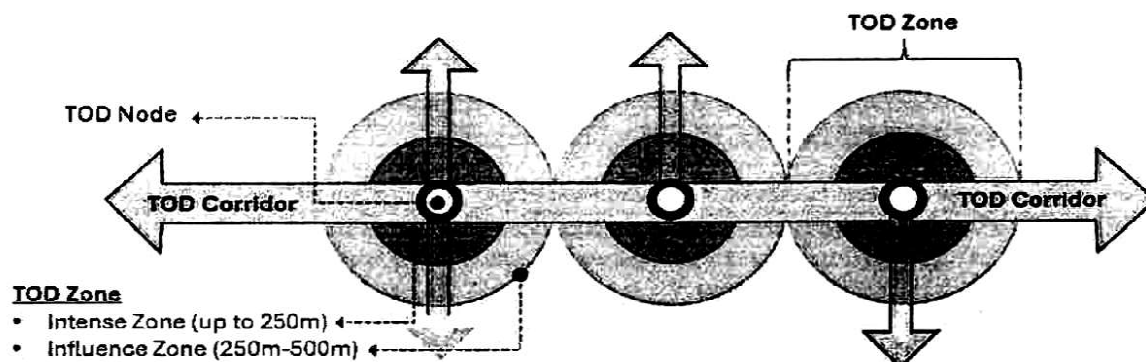
1. Definitions:

- a. **"UDD"** -The Urban Development Department of the Government of Tripura, which is the apex body for Tripura Urban Planning and Development Authority (TUDA) and all Urban Local Bodies (ULBs).
 - b. **"Mixed-Use"** An usage that combines residential, commercial, institutional, or recreational facilities within a single area or building to promote walkability and reduce travel distances.
 - c. **"Right of Way (ROW)"** - The total width of land reserved for a road, including the space for the carriageway, footpaths, drains, utilities, and green spaces.
 - d. **"TOD Node"** - TOD Nodes will be the junction points of arterial, sub arterial, & collector roads. It will be identified by the ULBs for TOD planning and implementation.
 - e. **"TOD Corridor"** - A TOD Corridor refers to a designated stretch of urban land along a mass-used transit route, such as a major public transport line or network, identified for focused development under Transit-Oriented Development Policy, 2025.
 - f. **"TOD Zone"** - It is a designated area around TOD nodes designed to promote high density walkable environment. It typically includes the transit nodes along the main transit route and its surrounding influence zone, encouraging mixed land use and pedestrian-friendly
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development to maximize public transport access, reduce vehicle dependency, and promote sustainable urban growth.

- g. **"Influence Zone"**- The area within a radius of 500m from the TOD Node.
- h. **"Intense/ Core Zone"**- The area within a radius of 250m from the TOD Node.
- i. **"TOD Zonal Plan (TZP)"**- A detailed plan that guides land use, infrastructure, and development within a TOD Zone in accordance with Transit-Oriented Development Policy, 2025.
- j. **"Influence Zone Plans (IZPs)"**- A planning document that outlines development strategies, land use, and infrastructure requirements within the designated Influence Zone of a TOD Node to support transit-oriented growth.
- k. **"Developer Entity" (DE)** - The State Government, the land or property owner or developer who intend to plan and develop a TOD Zone. If the DE comprises of multiple entities, they have to come together through a valid and legally enforceable agreement.
- l. **"Transferable Development Rights (TDR)"**- means the development potential expressed in terms of built-up area of a particular land parcel that may be separated from the land itself and transferred to another parcel of land as additional built-up area over and above the base FAR, as per the provisions of this policy, provided that the FAR of land parcel undergoing separation is allowable only when the land parcel falls in notified Sending Zone and the land parcel going to receive such a separated FAR shall be located in notified Receiving Zone.

Schematic of Proposed TOD Corridor



2. Applicability of the Policy:

The provisions of this policy shall be applicable only within the Influence Zones of these identified TOD Nodes along the TOD corridor. Boundaries of the Influence Zone will be Notified by UDD through realignment plan, bounded by identifiable physical features.

3. TOD Zone Criteria Table

To ensure consistency, transparency, and effective implementation of Transit-Oriented Development along notified corridors, all proposed TOD Zone must adhere to specific eligibility and design criteria. These criteria define the minimum land requirements, accessibility standards, spatial alignment with TOD zones, and procedural protocols for land reconstitution and submission. The table below outlines the key components and conditions governing the formulation and approval of TOD Zone under this policy framework:

Component	TOD Zone Criteria
Minimum Area of	- An area with a minimum radius of 250m from the TOD Node

Component	TOD Zone Criteria
TOD Zone	for the Intense Zone - An area with a minimum radius of 500m from the TOD Node for the Influence Zone
Accessibility	- The Zone must be accessible from an existing road having a minimum ROW of upto 18 meters in urbanisable area and roads having minimum 2-lane carriageways in urbanized area.
Spatial Placement of TOD Zone	- The entire area of the TOD Zone must lie within the defined Influence Zone of the TOD Node inclusive of the Intense or Core Zone
Amalgamation and Reconstitution	- Amalgamation and plot reconstitution maybe allowed under subject to following conditions: a) Post reconstitution of the amalgamated plot, the road should be at least equal to or wider than the road that existed prior to such amalgamation. b) Approval from relevant agencies for parks or roads. c) Minimal damage to existing trees. d) Public access must remain unrestricted.
Preparation of TOD Zone	- Developer Entities (DEs) will prepare TOD Zone Plan (TZP) and submit the same to the UDD for review and approval.
Location of TOD Node	- TOD Nodes shall be preferably located at junction points of arterial roads, sub-arterial roads, or collector roads to ensure optimal connectivity and accessibility.

4. Public Road network in TOD Zone Layout

DE may provide additional roads or streets for public use within the TOD Zone as per the following norms.

- Road networks are to be planned with a vehicular route network of approximately 250m c/c and pedestrian network of approximately 100m c/c.
- Based on ground conditions, this may be relaxed up to a maximum of 10%.
- The grid pattern will be followed while planning the road network in the TOD zone layout.
- Dead ends will be avoided for vehicular road network. In case where the dead-end cannot be avoided then cul-de-sacs will be created.

5. Modal Integration

- The influence zone will have high quality integrated modal transport system for the optimum use of the facilities by the residents or users. The system will have seamless physical connectivity, information integration and fare integration across modes so that the first and last mile connectivity does not become a bottleneck in the use of public transit systems by the citizens.
- The transit system, including its stations, will be designed to provide high quality services that assure user satisfaction in terms of safety and comfort. The citizens will have barrier free access for Person with Disabilities to all the required amenities in the transit system as well as around the transit centers.

- c. The hierarchy of the facilities at the transit system will prioritize pedestrians followed by bicycle, feeder buses, drop-off facilities and park and ride facility in the given order.
- d. The transit stations will have ample bicycle parking spaces with scope for future expansion if need arises.
- e. Intermediate Public Transport (IPT), Non-Motorized Transport (NMT) and feeder buses perform a significant role in providing first and last mile connectivity to the populace beyond the influence zone. To ensure that the area around the transit station remain congestion free and to facilitate easy transfers, it is important to provide adequate parking and pickup/drop-off facilities for the above modes at suitable locations at the stations and in the influence zone.
- f. To support TOD, park and ride facilities may be provided, if needed. The facilities, with suitable pricing that deters private vehicle use, may be planned primarily at the end stations and can variably decrease according to the requirement on the intermediate nodes. On-street parking will be prohibited in the influence zone and if necessary, it should be priced higher than off street parking.

6. Focus on pedestrians, cyclists and NMT users

- a. The streets will be designed for users of all age groups and for all types of commuters including pedestrians, bicyclists, motorists and transit riders. They will be safe and accessible by all.
- b. The influence zone will have development in smaller blocks with a finer street network having provision for pedestrians, bicyclists and NMT users. This will create a grid of small, traversable blocks which has sidewalks and amenities like lighting and information signage etc. and ensure accessibility of the transit stations by pedestrians and cyclist.
- c. Right of Way (ROW) will not dictate the pedestrian circulation network, it will rather be designed based on the pedestrian volume and adjoining land-use. Smaller ROWs will be made 'pedestrian and NMT only' or one-way streets so that pedestrian circulation is not compromised.
- d. Continuous and unobstructed footpaths of suitable width will be provided on either side of the streets. To protect the footpaths from encroachment and parking, buffers or bollards etc. may be provided.
- e. Universal Accessibility: All streets will be designed to meet or exceed the minimum standards stipulated for barrier free environment by Government of India to ensure universal accessibility for people with reduced mobility including visually and hearing-impaired persons.
- f. Traffic Calming: To promote a safe and secure environment for pedestrian and NMT users, necessary measures will be taken to reduce speed as well as volume of motorized traffic in the influence zone. On streets which are primarily designed for movement of pedestrian and NMT as well as those having ROW up to 12m, the maximum speed limit will be restricted to 20 kmph by design by use of table top crossings, carriage way surfaces etc. For all other streets, in and around the influence zone, the speed will not exceed 30 kmph.

7. Street Oriented Buildings and Vibrant Public Spaces

To ensure a high-quality pedestrian environment, retail and other active uses will be encouraged on the ground floors along main streets, key intersections, transit stations, and parking garages. Building design will promote natural surveillance by removing boundary walls and orienting structures to face pedestrian pathways. Streetscapes will feature mixed-use active frontages, vending zones, and minimal opaque walls to enhance safety—especially for women, children, and the elderly. Additionally, ground floors must support commercial

activity with at least 50% un-tinted transparent frontage to maintain visual connectivity and activate the public realm.

8. Framework for Implementation of the Policy Context

To ensure smooth and coordinated implementation of the Tripura TOD Policy, 2025, a clear framework has been set up. It defines the roles of government bodies, approval processes, enforcement mechanisms, and financial tools. The aim is to streamline actions across departments and developers while promoting transparency and accountability.

The table below outlines the core components of this implementation framework:

Component	Details
Facilitation / Implementation of Policy	<p>a) UDD will notify TOD Influence Zones and update them periodically.</p> <p>b) UDD will delineate Core and Influence Zones of TOD.</p> <p>c) UDD will prepare/coordinate Influence Zone Plans (IZPs) as per the policy.</p>
Steering Committee	<p>Committee under the Chairpersonship of Secretary, UDD, with members from UDD, TUDA, other service agencies and the DM Office. Responsibilities include:</p> <p>a) Approving new TOD Influence Zones (notified beyond initial ones).</p> <p>b) Coordinating and monitoring area improvement works.</p> <p>c) Approving expenditures from TOD Funds.</p>
Approval of TOD Zone	<p>TOD Zone will be approved by UDD after technical review and No Objection Certificates (NOCs) from:</p> <ul style="list-style-type: none"> • Chief Planner, TUDA • PWD Executive Engineers • Transport Departments & Utility Agencies
Traffic-Modal Integration (TMI)	<p>Modal integration projects within TOD Zones may be implemented by transit agencies directly or through partnerships (PPP models).</p>
Zero-Tolerance Traffic Management	<p>TOD Zones will be designated as Zero-Tolerance Zones for traffic violations. Parking management, one-way or two-way street regulation, and TZP-related traffic measures to be enforced by Tripura Traffic Police.</p>

Component	Details
Fees and Compliance by Developer Entity (DE)	All applicable fees and charges must be paid by the DE. Development execution must strictly comply with TOD policy, 2025.
Integration with Local Approval Systems	Competent Authorities must integrate TOD controls into their existing online approval platforms to enable fast-track, transparent sanctioning of TOD Zone and TZPs.
Grievance Redressal	Three level grievance redressal system will be created, namely at the ULB level (Chaired by the DM), TUDA level (Chaired by The Director, UDD) and at the State level (chaired by the Secretary, UDD). Details will be published by UDD, separately.

9. Development Control norms for TOD Zones

The Development Control Norms of this Policy shall be applicable to all TOD Zones and prevail in case of conflict with any other policy/provisions within the Master Plan. Development under TOD Zones can be a mix of new development, partial/full reconstruction and partial/full retrofitting of existing structures. The strategy to be adopted shall be detailed by the DE as part of the TOD Zone submission and approved as per the process laid out in the Regulations.

Component	Guideline
FAR (Floor Area Ratio)	As per Tripura Building Rules
Ground Coverage	As per Tripura Building Rules
Setback	As per Tripura Building Rules
EWS/Affordable Housing	DE may provide quality EWS housing as per Tripura Affordable Housing Policy 2025.
Parking Regulations	As per Tripura Urban Parking Guideline 2025

10. Uses in the TOD zone:

a. Permissible uses

- Affordable or low-income housing, one and two room apartments for sale and rent, dormitories, old age homes, service apartments for young professions, government housing for low income and middle-income group employees, hostels, studio apartments, night shelters, etc.
- Daily need stores like departmental stores, cultural institutions, health clubs, day care facilities, clinics, entertainment facilities, small restaurants, Budget hotels, 4- star hotels, Diagnostic Centers, Maternity homes, Nursery schools or Crèche etc.
- Informal Sector uses like vending zone for vendors.

iv. Any other use which is permissible in the zoning regulations of Master plan or Zonal plan,

b. Non permissible uses for all new projects within TOD zone

- i. Plotted residential development shall not be covered under the TOD policy, 2025.
- ii. Car sales Showrooms
- iii. Banquet halls
- iv. Auto Mobile repairs or services.
- v. LPG godowns
- vi. Electric Sub Stations 220 Kv
- vii. Bus Depot (permitted only if clubbed with terminal and in the form of mix use development site)
- viii. Cremation ground or graveyard.
- ix. Standalone multilevel parking without onsite mixed use
- x. Open ground parking lot (if provided shall be counted as FAR consumption)
- xi. Any trade or activity involving any kind of obnoxious, hazardous, inflammable, non-compatible & polluting substance or process shall not be permitted.
- xii. Any other use which is non-permissible in the zoning regulations of Master plan or Zonal plan.

The classification of permissible and non-permissible uses within the TOD Zone is aimed at fostering vibrant, compact, and transit-supportive communities. All developments must strictly comply with these provisions to maintain the intended character of TOD areas, promote sustainable urban growth, and enhance the overall quality of life around mass transit corridors.

11. Operational structures:

To support the efficient functioning and safety of public transportation infrastructure within TOD areas, certain structures are designated as essential operational structures. These facilities are critical for day-to-day transit operations, maintenance, emergency response, and overall system management. The following structures shall be treated as operational structures under the TOD framework:

- i. All stations and tracks, guideways, supporting at grade, elevated and underground including entry structures, ancillary buildings to house DG sets, chilling plants and electric sub stations, supply exhaust and tunnel ventilation shafts etc. in public transportation infrastructure and mode.
- ii. Traction sub stations.
- iii. Operations Control Centers
- iv. Police Stations, Fire stations, medical facilities.

By Order of the Governor



(Abhishek Singh, IAS)
Secretary to the Government of Tripura

GOVERNMENT OF TRIPURA
GA(CONFIDENTIAL & CABINET) DEPARTMENT AGARTALA, TRIPURA

No.F.8 (7)-GA (CAB)/2025

Dated: 19 May, 2025

MEMORANDUM

Subject : Record of decision of Cabinet meeting held on Friday, 16 May, 2025

Please find herewith an extract of Agenda Item No. 24 pertaining to your department and its decision taken in the State Cabinet Meeting held on Friday, 16 May, 2025 at 5:00 PM in the Cabinet Meeting Hall.

Item No. 24	Approval for framing the Tripura Transit Oriented Development (TOD) Policy, 2025.
Decision	Approved

2. Implementation of the above decision of the Cabinet and the Action Taken Report be uploaded on eCabinet Portal at the earliest.

Enclosure : As Above

(Saurav Das)
Under Secretary

To,
Principal Secretary/ Commissioner/ Secretary, Urban, Govt. of Tripura for your information and further necessary action please.

Copy with the enclosures forwarded to the Secretary of Governor of Tripura, Raj Bahwan, Agartala for information of the Governor.

(Saurav Das)
Under Secretary